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# ANNUAL REPORT

OF THE

## DEPARTMENT OF RAILWAYS AND TELEPHONES

OF THE

PROVINCE of ALBERTA

1919

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON:

PRINTED BY J. W. JEFFERY, KING'S PRINTER

1920









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EDMONTON, January 1st, 1920.

*To His Honour*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta,*

*Edmonton, Alberta.*

SIR,—I have the honour to transmit the Eighth Annual Report of the Department of Railways and Telephones from 1st of January to 31st of December, 1919.

I have the honour to be, Sir,

Your obedient servant,

CHAS. STEWART,

*Minister of Railways and Telephones.*





REPORT  
OF  
THE DEPUTY MINISTER  
DEPARTMENT OF RAILWAYS AND TELEPHONES

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EDMONTON, January 1st, 1920.

THE HONOURABLE CHARLES STEWART,  
*Minister of Railways and Telephones,*  
Edmonton, Alberta.

SIR,—I have the honour to submit herewith the Annual Report of the Department of Railways and Telephones for the year ending December 31st, 1919.

RAILWAYS

The railway situation for the past year presents no outstanding features of interest to this province that were not foreshadowed and the continuation of policies determined in the preceding year.

The attitude of all parties, including that of the companies themselves, towards the railway situation may be described as that of analysing the accumulated transportation problems of the present in the light of past experience and future needs, preparatory to a consolidation and co-ordination, both of material and effort, to greater and more economic service in the years to come.

These problems, being of Dominion-wide, rather than provincial extent, it has naturally devolved upon the Federal Government to take the initial steps towards their solution, and the first and major step in that direction has been the absorption in a nationally-owned system, of two of the three Transcontinental Railways of Canada.

Without exceeding the scope of a provincial departmental report in dealing with matters of purely Federal jurisdiction, but touching only on matters of Federal policy in so far as provincial interests are directly affected, it may be noted that in taking over the Grand Trunk and Canadian Northern interests, the Dominion of Canada will assume responsibility for all the liabilities of these entities, including, of course, such bonds as have been issued by the railway companies and guaranteed by the Province of Alberta.

These guarantees have never constituted anything more than an indirect liability of the province and while, having regard to the location and present condition of the lines for which they were created, it may be confidently asserted that the province never would have been called upon to fulfill its guarantees of the principal sums, yet the assumption by the



Dominion of Canada of the direct liability thereunder, renders such an eventuality altogether improbable. For a default by the Federal Government on these bonds could only follow upon the bankruptcy of a nation, a contingency too remote for serious consideration.

As the bonds guaranteed by the province and issued by the above companies to date amount to \$22,539,957.97, it will be seen that the indirect liability of the province to all intents and purposes, will be decreased to the like extent.

Turning to the construction programme of the past year, it will be noted from the schedules attached that no new works of any magnitude were performed. Yet, small though was the extent of new mileage laid in the western provinces during 1919, it is gratifying to note that three-quarters of it was laid in Alberta, notwithstanding that this province has within its boundaries less than one-quarter of the total mileage of the western provinces. Inasmuch as all this new track was laid on lines guaranteed by the province, it is not unreasonable to assume that to the existence of the guarantees is directly attributable the preponderance of new mileage secured by Alberta over its sister provinces.

Of the 131 miles of new track so laid during 1919, 55½ miles have been added to the Peace River branch and 7½ miles to the Oliver-St. Paul branch of the Canadian National Railways and, at the present time, tracklaying is still in progress on both of these lines. Tracklaying has also been completed on the Canadian National Railway line between Hanna and Medicine Hat.

The Lacombe and North-Western Railway (formerly the Lacombe and Blindman Valley Electric Railway) was extended from Bentley to Rimbey, a distance of 13 miles, thereby bringing its total length up to 33 miles.

Construction was badly handicapped by the early approach of winter and its unwonted severity, but nevertheless grading was completed and steel laid in time to allow of a portion of last season's crop being moved. A telephone line was built along the right-of-way and is now in operation, and terminal buildings, including four cottages for the accommodation of the company's employees, are now in course of erection at Rimbey. With the completion of these works and some fencing that had to be left unfinished last year, and with the ballasting of the line, this railway may be said to then pass out of the construction stage.

A detailed statement of the cost of this enterprise to December 31st of last year, is appended hereto as schedule "E".

Under schedule "F" is given a statement of the traffic moved during 1919 together with the operation account for 1918 and 1919. These figures show an increase of 142.6% in the volume of freight hauled and a decrease of 20% in the number of passengers carried during 1919 over the corresponding items for 1918.

Operating revenues during 1919 amounted to \$28,268.04 being an increase of 50.3% over that for 1918. Operating expenditures, however, amounted to \$36,541.65, an increase of 94.7% over the 1918 figures, so that the results of the past year's operation was a deficit of \$8,273.61, which, together with a deficit of \$219.57 carried forward from 1918 brings the total operating deficit at the close of 1919 to \$8,493.18.



This deficit arises primarily from the fact that owing to the great congestion in the grain trade during the past season, a large proportion of the grain which would normally have been shipped out during the closing months of the year, still remain in the elevators and in the farmers' bins. However, since all this grain has yet to be shipped out, it follows that traffic for the opening months of the present year will be more than normal, so that this deficit will shortly be wiped out.

Having regard to the fact that this line is still in the construction stage and that the production in its tributary territory will inevitably increase now that means of transportation are assured, it is confidently anticipated that during the present year, in addition to affording an adequate and needed service to the public, there will accrue an appreciable surplus in the operating account.

### TELEPHONES

While last year was the first construction year since the outbreak of the war, the time between the signing of the armistice and the opening of the construction season was too short to admit of the preparation of any extensive program and it was not expected that a very large quantity of construction work could be undertaken. However, a considerable programme was prepared in the short space of time at the disposal of the department and contracts were let covering this work. Unfortunately early hard frosts and snow compelled the stopping of work for the most part about the middle of October with the result that in quite a few localities no telephone construction was carried on at all during the season. Special efforts were made, however, to give some measure of service to outlying districts on account of their extreme isolation, especially during sickness, and it is gratifying to be able to report that considerable hardship was thus relieved in many portions of the province.

It was the intention of the department to construct small exchanges in various towns throughout the province in order to increase the efficiency of its service, but when, in response to public advertisements tenders were received for the necessary equipment and installation, it was found that the figures submitted were much in excess of what it would be possible to justify as a permanent capital expenditure. For that reason, it was considered necessary to abandon such exchange construction until a considerable reduction in cost could be secured.

The results of the operations of the system for 1919 are contained in the general superintendent's report attached hereto, but in view of the very comprehensive report of Mr. J. G. Wray, which has been made public, it is not felt that there are any outstanding features therein requiring discussion. In Mr. Wray's report, however, there are certain recommendations with regard to different phases of administration and development of the system which may be considered of sufficient general interest to enlarge upon here, and among such of these recommendations as have already been carried into effect may be mentioned the placing of the accounting system upon a standard commercial basis and the establishment of a depreciation reserve.

Of other recommendations still in process of adoption the most important has to do with the formulating of a standard plan of rural development. The difficulty of planning and carrying out any rigid and



uniform scheme in the past will readily be realized by considering briefly the manner in which settlement progresses and contingent needs of telephone communication develops in a new country.

In every new country settlers usually take up land in small groups with a great deal of vacant land intervening. Alberta has been no exception to this rule, which in fact, still holds true of many districts, and so long as this condition maintained as characteristic it was not feasible to carry out any systematic scheme of rural telephone development.

With this condition rapidly disappearing and with a more general demand from all settlers in a district for service it has become practicable to introduce a definite scheme whereby every quarter section will be reached without the erection of any unnecessary pole line.

Briefly, main trunk leads, consisting of 25 foot or 30 foot poles and carrying the necessary crossarms are built east and west on the most available road allowance running out of each rural exchange centre. On the cross roads, which are a mile apart, a much lighter type of 20 foot pole lead is erected, carrying only one circuit on brackets. When the territory is fully developed a complete circuit will be secured within six to ten miles from the main east and west trunks.

To take care of applicants beyond this limit another main trunk lead with crossarms will be built north and south from the exchange with secondary trunk leads branching off from six to ten miles out. From these secondary trunks the light bracket leads will be carried down each road allowance where there are subscribers to be served.

Such, in essence, will be the general plan of development, although, in individual cases, and as determined by the nature of the country to be served; the existence of physical obstacles, such as lakes, rivers, and sloughs; the location of railways and the condition of roads, this ideal scheme may be required to be varied in certain details.

As, in the final development, there will be a pole line past every quarter section, subscribers are required to bear the expense of the poles and anchors from their residence to this standard lead. This also includes any maintenance or replacement charges incurred in keeping up this run-off as long as service is accepted. The cost of the line wire, instrument and other accessories except in special installations is borne by the department.

Another important feature is the determination of boundaries for our rural exchange areas. A great many situations exist throughout the province in which subscribers are connected to exchanges which lie at a greater distance from them than their marketing towns. These apparent anomalies have arisen by circumstances under which one town has grown faster than another, the former getting stores, elevators and banks before the latter town was more than a mere siding, the result being that rural subscribers desired connection with the town having these facilities. But, as time progressed, the mere siding grew into a fair sized town with stores, elevators and banks and subscribers naturally have asked for connection with the nearest point, neither town having any advantage over the other in banking and marketing facilities. The



same circumstances apply where a new line of railway has been built since the establishing of the first town, thereby entirely changing the marketing channels of that particular district.

So many cases of this nature have arisen that the department have decided to make an exchange survey of the province and determine the rational boundaries of each rural exchange area. These boundaries will be fixed by the department after taking into consideration the area and density of settlement and natural marketing channels together with the physical features of the district. There is no doubt but that the adoption of this policy will stabilize the system and effect a very substantial saving in construction costs.

A large programme of work has been outlined for the present year. Fortunately, the department was able last year to get into the market for material for 1920 requirements and it is expected that given fair weather conditions with a steady labor situation, construction will advance rapidly with the breaking up of winter. Mr. Wray, in his report mentions that in addition to the early purchase of materials representing a saving over present prices of nearly \$200,000.00, the department would not at the present time be able to get material in quantities sufficient to carry out any new extensions for this year. It is conclusively proved, therefore, that if the department is not in the future to be confronted with a buyer's market in competition with the other telephone systems of Western Canada, the preparation of a yearly construction programme should be undertaken even earlier than was done for this year. This the department purposes to do, and it is expected that considerable saving will be effected, not only in the cost of material, but by being able to give more mature consideration to the programme of work in the course of its preparation.

I have the honour to be, Sir,

Your obedient servant,

NORMAN L. HARVEY,

*Deputy Minister.*



EDMONTON, January 1st, 1920.

N. L. HARVEY, Esq.,

*Deputy Minister of Railways and Telephones,*

Edmonton, Alberta.

SIR,—Submitted herewith are the statistics for the Alberta Government Telephones compiled from the departmental records for the year 1919.

## CONDENSED STATEMENT OF REVENUE AND EXPENDITURE.

## CAPITAL EXPENDITURE

Stock of Material, Tools, etc., as at January 1, 1919 .....		\$ 334,043.80
Capital Expenditure .....	\$1,788,513.40	
Less Plant Removed .....	206,446.09	
	<hr/>	\$1,582,067.31
		<hr/>
		\$1,916,111.11
		<hr/>
Plant Additions .....		\$1,024,783.52
Prepaid Expense .....		10,088.39
Supplies Account .....		881,239.20
		<hr/>
		\$1,916,111.11
		<hr/>

## REVENUE, OPERATION AND FIXED CHARGES

Earned Revenue .....		\$1,821,368.41
Operation .....	\$ 732,361.53	
Maintenance .....	314,311.71	
Depreciation Reserve .....	250,000.00	
	<hr/>	\$1,296,673.24
		<hr/>
Net Telephone Earnings .....		\$ 524,695.17
Interest .....	\$ 462,062.58	
Sinking Fund .....	51,001.00	
Contingencies .....	4,158.58	
	<hr/>	\$ 517,222.16
		<hr/>
Earned Surplus .....		\$ 7,473.01
		<hr/>



## ANALYSIS OF CAPITAL EXPENDITURE.

## Plant Additions—

Aerial Plant Exchange .....	\$ 14,319.87	
Aerial Plant Rural .....	7,040.62	
Aerial Plant Toll .....	8,443.43	
Underground Plant .....	2,237.52	
Central Office Equipment .....	24,370.39	
Subscribers Stations Exchange .....	59,046.93	
Subscribers Stations Rural .....	3,107.06	
Real Estate .....	8,447.34	
Automobiles .....	5,819.60	
Office Furniture and Fixtures .....	9,990.68	
	<hr/>	\$ 115,247.42

## Construction in Process—

Aerial Plant Exchange .....	\$ 65,295.36	
Aerial Plant Rural .....	263,109.56	
Aerial Plant Toll .....	500,784.63	
Underground Plant .....	2,553.44	
Central Office Equipment .....	29,318.91	
Subscribers Stations Exchange .....	5,507.88	
Subscribers Stations Rural .....	22,537.48	
Real Estate .....	4,286.82	
	<hr/>	\$ 893,394.08
Interest on Construction in Process ..	12,709.47	
	<hr/>	\$ 906,103.55

## Prepaid Expenses—

Insurance .....	\$ 5,699.61	
Directory .....	4,388.78	
	<hr/>	\$ 10,088.39
Development Study .....		3,432.55

## Supplies Account—

Stock Material, Tools, etc., Dec. 31, 1919 .....	\$ 369,737.00	
Material Suspense Account .....	511,502.20	
	<hr/>	\$ 881,239.20
		<hr/>
		\$1,916,111.11



## ANALYSIS OF OPERATING COSTS.

## OPERATION

## General—

Executive Department .....	\$ 22,544.65	
Accounting Department .....	17,545.38	
Special Expense .....	30,589.62	
	<hr/>	\$ 70,679.65

## Commercial—

Supervision .....	\$ 62,950.09	
Directory .....	22,375.55	
Revenue Accounting .....	58,808.24	
Revenue Collecting .....	58,150.43	
Pay Station Commissions .....	5,875.06	
Connecting Co. Commissions .....	11,522.53	
Uncollectible Account Cleared....		
Allowance for Free and Concession Telephones .....	22,499.25	
Allowance for Free Tolls .....	36,685.75	
Revenue Refunds .....	2,321.46	
	<hr/>	\$ 290,594.37

## Traffic—

Supervision .....	\$ 26,240.66	
Operating Wages .....	277,592.76	
Pay Station Expense .....	834.14	
Power Furnished .....	22,526.51	
Other Operating Expenses .....	15,666.69	
	<hr/>	\$ 342,860.76
Use of Property .....		9,932.80
Insurance .....		8,398.63
Messenger Service .....		9,895.32
		<hr/>
Total Operation .....		\$ 732,361.53
		<hr/>



## ANALYSIS OF MAINTENANCE COSTS

## Current Repairs—

Aerial Plant Exchange .....	\$ 36,690.62	
Aerial Plant Rural .....	42,873.37	
Aerial Plant Toll .....	32,220.11	
Underground Plant .....	659.46	
Central Office Equipment .....	69,480.03	
Subscribers Stations Exchange .....	27,806.11	
Subscribers Stations Rural .....	26,453.47	
Real Estate .....	5,387.93	
	<hr/>	\$ 241,571.10

## Station Removals and Changes—

Exchange .....	\$ 26,466.86	
Rural .....	4,747.82	
	<hr/>	\$ 31,214.68

Total Current Maintenance .....		<hr/>	\$ 272,785.78
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## Extraordinary Repairs—

Exchange .....	\$ 2,070.95	
Rural .....	12,998.69	
Toll .....	26,456.29	
	<hr/>	\$ 41,525.93

Total Maintenance .....		<hr/>	<hr/>	\$ 314,311.71
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STATEMENT OF DEPRECIATION ACCOUNT

\$250,000.00	Depreciation Reserve Material, etc., cleared as worthless in Stores . . . .	\$ 6,365.40
	Original cost of Material removed from Plant:	
	Exchange . . . . .	\$113,440.96
	Rural . . . . .	21,164.61
	Toll . . . . .	9,452.53
		<u>\$144,058.10</u>
	Salvage value of material removed from Plant:	
	Exchange	
\$110,213.74	Rural	
20,717.14	Toll	
3,505.59		
<u>\$134,436.47</u>		
	Original labor and incidental expense of installing material removed from Plant:	
	Exchange . . . . .	\$ 33,349.55
	Rural . . . . .	4,244.63
	Toll . . . . .	9,846.31
		<u>\$ 47,440.49</u>
	Cost of removing Plant abandoned:	
	Exchange . . . . .	\$ 4,166.22
	Rural . . . . .	1,380.09
	Toll . . . . .	2,326.37
		<u>\$ 7,872.68</u>
	Balance in Reserve . . . . .	\$178,699.80
<u>\$384,436.47</u>		<u>\$384,436.47</u>



## SUMMARY OF OPERATION AND FIXED CHARGES

Operation .....	\$732,361.53
Maintenance .....	314,311.71
Depreciation Reserve .....	250,000.00
Interest .....	462,062.58
Sinking Fund .....	51,001.00
Contingencies .....	4,158.58
	<u>\$1,813,895.40</u>

## DETAILED STATEMENT OF REVENUES

Subscribers Accounts receivable as at Jan. 1, 1919 .....		\$ 149,042.43
Rentals—		
Exchange .....	\$ 718,049.26	
Rural .....	262,014.11	
Free and Concession Telephones ....	22,499.25	
	<u>                    </u>	\$1,002,562.62
Tolls—		
Government .....	\$ 633,893.27	
Foreign .....	13,384.95	
Local .....	13,119.50	
Free .....	36,685.75	
Messenger Service .....	10,351.41	
	<u>                    </u>	\$ 727,434.88
Directory .....		\$ 19,510.35
Miscellaneous—		
Custom Work, Moves, etc. ....	\$ 28,376.29	
Sale of Material .....	23,049.67	
	<u>                    </u>	\$ 51,425.96
Interest Earned—		
On Deposits .....	\$ 7,725.13	
On Construction in Process .....	12,709.47	
	<u>                    </u>	\$ 20,434.60
Unearned Revenue as at Dec. 31, 1919 ...		14,669.91
		<u>\$1,985,080.75</u>
Unearned Revenue as at Jan. 1, 1919 ....	\$ 18,094.03	
Cash Collections .....	1,641,612.85	
Transfers and Allowances .....	60,186.53	
Free Tolls as per contra .....	36,685.75	
Free and Concession Telephones, as per contra .....	22,499.25	
Earned Revenue Written Off .....	9,406.01	
Interest on Construction in Process, as per contra .....	12,709.47	
Subscribers Accounts Receivable as at Dec. 31, 1919 .....		183,886.86
		<u>\$1,985,080.75</u>



## COMMERCIAL

## CONDENSED STATION REPORT

	<i>Northern Division</i>	<i>Southern Division</i>	<i>Total</i>
Exchange Subscribers' Lines .....	3,491	16,539	20,030
Exchange Extension Station .....	184	1,621	1,805
Exchange P. B. X. Stations .....	9	1,965	1,974
Exchange P. A. X. Stations .....	...	79	79
Pay Stations .....	117	290	407
Toll Stations .....	133	93	226
Rural Subscriber's Stations .....	6,011	5,114	11,125
	9,945	25,701	35,646

## STATEMENT OF EXCHANGES AND TOLL OFFICES IN THE PROVINCE

Number of Alberta Government Telephone Exchanges..	211	
Number of Alberta Government Telephone Toll Offices..		226
Number of Alberta Government Telephone Exchange Stations .....		24,295
Number of Alberta Government Telephone Rural Stations		11,125
Number of Private Owned Party Lines .....	34	
Number of Private Owned Party Line Stations .....		897
Number of Connecting Exchanges .....	3	
Number of Connecting Exchange Stations .....		12,145
Total .....		48,688



STATEMENT SHOWING SUB-STATIONS AT EACH EXCHANGE  
AS AT DECEMBER 31, 1919

<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Acme .....	51	94	145
Airdrie .....	27	123	150
Alderson .....	13	..	13
Aldersyde .....	4	1	5
Alix .....	30	61	91
Ardrossan .....	2	21	23
Athabasca .....	51	26	77
Barons .....	54	120	174
Bashaw .....	40	53	93
Bassano .....	103	1	104
Bawlf .....	37	161	198
Beiseker .....	14	..	14
Bentley .....	12	82	94
Big Valley .....	15	..	15
Blackfalds .....	2	24	26
Blackie .....	32	88	120
Blairmore .....	242	..	242
Bon Accord .....	1	52	53
Botha .....	4	143	147
Bottrel .....	1	43	44
Bowden .....	16	28	44
Bow Island .....	58	..	58
Brant .....	12	..	12
Brockett .....	3	..	3
Brooks .....	27	..	27
Bruce .....	4	28	32
Bruderheim .....	18	24	42
Burdett .....	15	..	15
Calgary .....	12,709	367	13,076
Camrose .....	290	260	550
Canmore .....	27	..	27
Carbon .....	13	..	13
Cardston .....	208	102	310
Carmangay .....	61	110	171
Carstairs .....	83	159	242
Castor .....	99	87	186
Cayley .....	22	61	83
Cereal .....	15	3	18
Champion .....	69	106	175
Chauvin .....	28	..	28
Cheadle .....	5	27	32
Chin .....	1	1	2
Chinook .....	13	7	20
Chipman .....	27	..	27
Claresholm .....	171	172	343
Clive .....	24	116	140
Cluny .....	7	22	29



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Clyde .....	4	17	21
Coalhurst .....	3	..	3
Cochrane .....	41	142	183
Comrie .....	1	..	1
Conjuring Creek .....	1	100	101
Consort .....	25	39	64
Cooking Lake .....	1	1	2
Coronation .....	88	34	122
Coutts .....	2	..	2
Cowley .....	16	101	117
Craigmyle .....	7	..	7
Crossfield .....	50	127	177
Cummings .....	1	..	1
Czar .....	13	..	13
Daysland .....	63	129	192
Delburne .....	25	97	122
Delia .....	30	..	30
Diamond City .....	8	10	18
Didsbury .....	129	250	379
Donalda .....	26	96	122
Drumheller .....	143	..	143
Edberg .....	1	51	52
Edgerton .....	7	..	7
Edmonton .....	1	572	573
Edson .....	52	..	52
Elnora .....	1	28	29
Edwell .....	1	63	64
Enchant .....	2	..	2
Entwistle .....	4	..	4
Erskine .....	21	33	54
Evansburg .....	5	..	5
Exshaw .....	3	..	3
Ferintosh .....	14	47	61
Fishburn .....	1	49	50
Fort Saskatchewan .....	132	192	324
Gadsby .....	36	43	79
Gleichen .....	116	66	182
Grainger .....	3	..	3
Granum .....	53	117	170
Grassy Lake .....	7	..	7
Halkirk .....	24	52	76
Hanna .....	130	..	130
Hardisty .....	56	89	145
Harmattan.....	1	44	45
Hastings Coulee .....	1	54	55
High River .....	233	222	455



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Holden .....	33	101	134
Hughenden .....	16	..	16
Huxley .....	4	38	42
Innisfail .....	119	118	237
Innisfree .....	27	8	35
Iron Springs .....	1	56	57
Irma .....	3	..	3
Irricana .....	9	..	9
Irvine .....	30	..	30
Islay .....	21	49	70
Jarrow .....	1	..	1
Kananaskis .....	2	..	2
Killam .....	73	151	224
Kitscoty .....	19	..	19
Kneehill Valley .....	1	15	16
Lacombe .....	220	233	453
Lac Ste. Anne .....	4	..	4
Lamont .....	62	41	103
Langdon .....	17	83	100
Lavoy .....	2	..	2
Lethbridge .....	1,606	128	1,734
Leduc .....	96	115	211
Legal .....	4	35	39
Lloydminster .....	205	94	299
Lomond .....	3	..	3
Lougheed .....	40	106	146
Macleod .....	301	109	410
Magrath .....	116	10	126
Manville .....	51	100	151
Markerville .....	1	40	41
Meeting Creek .....	1	46	47
Merna .....	2	68	70
Mayton .....	4	33	37
Medicine Hat .....	1,587	15	1,602
Milk River .....	15	6	21
Milnerton .....	1	43	44
Millet .....	23	81	104
Minburn .....	10	4	14
Mirror .....	18	59	77
Monarch .....	15	56	71
Monitor .....	10	..	10
Morinville .....	40	66	106
Morrin .....	5	..	5
Moyerton .....	1	..	1
Mundare .....	43	19	52
Munson .....	30	..	30
Namaka .....	5	..	5
Nanton .....	128	143	271



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Nevis .....	3	13	16
New Dayton .....	4	56	60
New Norway .....	13	54	67
Nobleford .....	24	19	43
Ohaton .....	10	..	10
Okotoks .....	56	95	151
Olds .....	160	122	282
Onoway .....	1	25	26
Oyen .....	23	..	23
Oxville .....	1	63	64
Pakan .....	3	..	3
Parkland .....	12	37	49
Pekisko .....	2	..	2
Penhold .....	15	51	66
Pincher Creek .....	193	144	337
Ponoka .....	94	271	365
Provost .....	62	58	120
Ranfurly .....	1	33	34
Raymond .....	96	27	123
Redcliff .....	80	..	80
Red Deer .....	4	111	115
Red Willow .....	1	..	1
Retlaw .....	38	60	98
Ribstone .....	3	..	3
Richdale .....	9	..	9
Rimbey .....	12	58	70
Ryley .....	26	81	107
Rowley .....	2	..	2
Rumsey .....	6	..	6
Scollard .....	2	..	2
Scotfield .....	3	..	3
Sedgewick .....	79	61	140
Seven Persons .....	2	..	2
Shepard .....	2	..	2
Sibbald .....	1	6	7
Sion .....	1	27	28
Soda Lake .....	1	19	20
Spring Coulee .....	1	7	8
St. Albert .....	27	77	104
St. Paul .....	25	..	25
Stavely .....	47	103	150
Stettler .....	185	81	266
Stirling .....	22	5	27
Stony Plain .....	40	85	125
Strome .....	38	113	151
Strathmore .....	68	74	142
Sunnyslope .....	1	26	27
Suffield .....	5	..	5
Swalwell .....	15	16	31



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Taber .....	187	66	253
Tees .....	1	35	36
Three Hills .....	49	83	132
Tofield .....	74	100	174
Travers .....	4	..	4
Trochu .....	47	56	103
Vanesti .....	1	..	1
Vegreville .....	187	58	245
Vermilion .....	178	122	300
Veteran .....	24	32	56
Viking .....	45	41	86
Vulcan .....	111	181	292
Wabamun .....	4	26	30
Wainwright .....	97	..	97
Warner .....	27	22	49
Wayne .....	18	..	18
Westerose .....	1	7	8
Westlock .....	2	..	2
Wetaskiwin .....	269	311	580
Winnifred .....	3	..	3
Youngstown .....	80	..	80
	<hr/> 24,295	<hr/> 11,125	<hr/> 35,420

## LIST OF TOLL STATIONS AS AT DECEMBER 31, 1919

Acadia Valley, Alberta Beach, Alice Lake, Alliance, Altario, Amisk, Andrew, Angle Lake, Ankerton, Ardenode, Ardenville, Armada, Atlee, Baintree, Banff, Barrhead, Battenburg, Battle Lake, Battle View, Beazer, Belvedere, Benton, Beynon, Big Fish Lake, Blindloss, Birdsholm, Blood Reserve, Bordenave, Boundary Creek, Bow City, Bowell, Bowmanton, Britain, Brosseau, Brownsdale, Cadogan, Cairns, Caldwell, Cassils, Cavendish, Chamberlain, Chancellor, Chigwell, Compeer, Cornucopia, Countess, Cremona, Currey, Dahmer, Dalroy, Dorenlee, Doucette, Downing, Duchess, Dunstable, Duvernay, Eagle Butte, Earlie, Edwand, Egremont, Elk Point, Empress, Endiang, Etzikom, Everett, Ewelme, Fallis, Fedorah, Fenn, Florann, Foremost, Forestburg, Freedom, Gainford, Galahad, Garden Plain, Gem, Gibbons, Gillen, Glenwoodville, Goddard, Graindale, Green-shields, Grosmont, Gull Lake, Halfway Lake, Harvest Vale, Hallman, Hay Creek, Hazel Bluff, Heath, Heisler, Hetherington, Highfield, Hilda, Hilliard, Hillspring, Hobbema, Hopkins, Horseshoe Coulee, Hussar, Iddes-leigh, Jenner, Kapasiwin, Kelsey, Keoma, Kilbourn, Kimball, Kingman, Kinnondale, Kinsella, Kippenville, Kirriemuir, Lafond, Lanfine, Landonville, Larsen, Lathom, Lawton, Leighton, Lewiston, Liberty, Long, Lou-sana, Loyalist, Lucky Strike, Magnolia, Majorville, Makepeace, Manly, Manola, Manyberries, Masinasin, Maybridge, Mazeppa, Meanook, Meche-che, Metiskow, Miller, Millicent, Milo, Morningside, Mortonmoor, Moun-tain View, Mulhurst, McKellar, Naughton Glen, Neighborview, Nemis-cam, New Brigden, Nightingale, Northbank, North Cooking Lake, North-leigh, Olson, Opal, Orion, Orvilton, Owens, Pakowki, Partridge, Pashley,



Peat, Pibroch, Pickardville, Philips, Perryvale, Pine Creek, Purple Springs, Queenstown, Radway, Raven, Ray, Redland, Redwater, Richardson, Riddellvale, Rife, Rochester, Rockyford, Rodino, Rosalind, Rosebud, Roseglen, Rosemary, Rossington, St. Kilda, St. Vincent, Saltaux, Schuler, Scotstoun, Seba, Sedalia, Sexton, Seymour, Shandro, Smiths, Smoky Lake, Southesk, Southworth, Standard, Standoff, Stanmore, Sullivan Lake, Tawatinaw, Taylorville, Terrace Lake, Therien, Throne, Tomahawk, Tudor, Twining, Two Hills, Vale, Van Vleet, Verburg, Vimy, Wahstao, Waddington, Walsh, Wasel, Waskatinaw, Whitla, Willowlea, Wilson, Yeoford.

Total Toll Stations ..... 226

#### TOLL OFFICES OPENED DURING 1919

Acadia Valley, Alberta Beach, Altario, Ardenode, Ardenville, Armada, Atlee, Baintree, Battenburg, Benton, Beynon, Bindloss, Birdsholm, Blood Reserve, Bowmanton, Britain, Cassils, Cavendish, Chancellor, Compeer, Cornucopia, Cremona, Dahmer, Egremont, Empress, Endiang, Etzikom, Ewelme, Fedorah, Fenn, Florann, Garden Plains, Gibbons, Gillen, Goddard, Graindale, Grosmont, Halfway Lake, Hallman, Harvest Vale, Hilda, Hopkins, Horseshoe Coulee, Hussar, Iddesleigh, Jenner, Kapasiwin, Kirremuir, Lafine, Leighton, Magnolia, Makepeace, Manyberries, Maybridge, Mazeppa, Miller, Millicent, Nemiscam, New Brigden, Nightingale, North Cooking Lake, Northleigh, Olson, Opal, Orion, Owens, Pakowki, Partridge, Peat, Perryvale, Radway, Raven, Redland, Redwater, Riddellvale, Rockyford, Rosebud, Roseglen, Sedalia, Schuler, Sibbald, Smoky Lake, Standard, Standoff, Sullivan Lake, Tomahawk, Tudor, Vale, Vimy, Waddington, Waskatinaw, Willowlea, Wilson.

#### EXCHANGES OPENED DURING 1919

Evansburg, Wayne.

#### OFFICES CLOSED DURING 1919

Chahley, Curlew, De Winton, Police Coulee.

#### OFFICES CLOSED TEMPORARILY DURING 1919

Belvedere, Currey, Majorville, Sexton.

#### OFFICES CHANGED FROM TOLL TO EXCHANGE

Carbon, Chin, Comrie, Coutts, Grainger, Lavoy, Red Willow, Sibbald Vanesti.

#### OFFICES CHANGED FROM EXCHANGE TO TOLL

Purple Springs, Walsh.

#### OFFICE NAME CHANGED

Campbellton changed to Ankerton.  
Dusseldorf changed to Freedom.

#### OFFICES AT WHICH SEMI-CONTINUOUS SERVICE WAS INSTITUTED

Cayley, Cluny, Langdon.

#### OFFICES AT WHICH CONTINUOUS SERVICE WAS INSTITUTED

Acme, Viking.



## PLANT

## LONG DISTANCE MILEAGE ADDED IN 1919

From	To	Wire	Mileage	
			Poles	Wire
Drumheller . . .	Wayne . . . . .	No. 12 B.W.G. iron		32.
Strathmore . . .	Drumheller . . .	No. 12 N.B.S. cop.	58.75	150.
Duchess . . . . .	Empress . . . . .	No. 12 N.B.S. cop.	121.75	250.
Foremost . . . . .	Manyberries . . .	No. 12 N.B.S. cop.	40.93	80.86
Vulcan . . . . .	Lomond . . . . .	No. 12 N.B.S. cop.	19.5	73.
Markerville . . .	Raven . . . . .	No. 9 B.W.G. iron	8.29	32.
Angle Lake . . .	Elk Point . . . .	No. 9 B.W.G. iron	11.50	23.
Macleod . . . . .	Ewelme . . . . .	No. 9 B.W.G. iron	21.75	68.
Oyen . . . . .	Alsask . . . . .	No. 10 N.B.S. cop.	26.	55.66
Monitor . . . . .	Compeer . . . . .	No. 12 N.B.S. cop.	37.66	76.30
Edmonton . . . .	Pine Creek . . . .	No. 12 N.B.S. cop.	51.5	152.34
Lacombe . . . . .	Gull Lake . . . .	No. 12 N.B.S. cop.		19.26
Fort Sask. . . . .	Vegreville . . . .	No. 12 N.B.S. cop.		139.80
Lethbridge . . . .	Raymond . . . . .	No. 12 N.B.S. cop.		52.20
Hardisty . . . . .	Czar . . . . .	No. 12 N.B.S. cop.		72.86
Castor . . . . .	Coronation . . . .	No. 12 N.B.S. cop.		56.04
Vegreville . . . .	Vermilion . . . .	No. 10 N.B.S. cop.		126.96
Vermilion . . . .	Kitscoty . . . . .	No. 10 N.B.S. cop.		50.96
Viking . . . . .	Irma . . . . .	No. 12 N.B.S. cop.		75.
Medicine Hat . .	Sask. Boundary	No. 8 N.B.S. cop.		71.
Extension to . .	Elkwater Lake	No. 12 B.W.G. iron	2.25	4.50
Seba . . . . .	Northleigh . . . .	No. 9 B.W.G. iron	15.5	31.
Coronation . . . .	Veteran . . . . .	No. 12 N.B.S. cop.		39.66
Strathmore . . . .	Bassano . . . . .	No. 12 N.B.S. cop.	52.1	154.32
Extension to . .	N. Cooking L.	No. 9 B.W.G. iron	6.92	30.01
Extension to . .	Alberta Beach	No. 12 N.B.S. cop.	3.25	23.30
Extension to . .	E. Wabamun . . .	No. 12 N.B.S. cop.	2.5	5.
Halkirk . . . . .	Endiang . . . . .	No. 9 B.W.G. iron	14.34	48.16
Castor . . . . .	Garden Plains.	No. 9 B.W.G. iron	22.3	50.
Medicine Hat . .	Hilda . . . . .	No. 12 N.B.S. cop.	55.5	134.
Monitor . . . . .	New Brigden . . .	No. 9 B.W.G. iron	22.9	46.6
Athabasca . . . .	Olson . . . . .	No. 9 B.W.G. iron	21.05	43.
Foremost . . . . .	Lucky Strike . . .	No. 9 B.W.G. iron	29.	58.
Extension to . .	Gleichen S. . . .	No. 9 B.W.G. iron	11.35	23.30
Extension to . .	Evansburg . . . .	No. 12 N.B.S. cop.	1.62	2.14
Extension to . .	Magnolia . . . . .	No. 12 N.B.S. cop.	1.06	2.12
Extension to . .	Mazeppa . . . . .	No. 12 B.W.G. iron	1.5	3.
Lloydminster . .	Leighton . . . . .	No. 9 B.W.G. iron	12.56	57.12
Cereal . . . . .	Sedalia . . . . .	No. 9 B.W.G. iron	22.	47.50
Extension to . .	Smoky Lake . . .	No. 9 B.W.G. iron	4.	8.
Halkirk . . . . .	Britain . . . . .	No. 9 B.W.G. iron	11.18	27.76
Botterel . . . . .	Adkins . . . . .	No. 9 B.W.G. iron		20.
Carstairs . . . . .	Botterel . . . . .	No. 9 B.W.G. iron	1.25	56.86
Sibbald . . . . .	Hallman . . . . .	No. 9 B.W.G. iron	22.25	48.4
Extension to . .	Harvestvale . . .	No. 12 N.B.S. cop.	.59	1.18
Extension to . .	Fenn . . . . .	No. 12 N.B.S. cop.	1.84	5.14
Extension to . .	Fabyan . . . . .	No. 12 N.B.S. cop.	.66	1.32
Extension to . .	Vimy . . . . .	No. 12 N.B.S. cop.	1.	2.
			738.10	2632.92



NEW TOLL CONSTRUCTION COMMENCED BUT NOT  
COMPLETED AT DECEMBER 31, 1919

From	To	Miles Completed	
		Poles	Wire
Barrhead .....	Ft. Assinaboine .....	37.	74.
Ellerslie .....	Red Deer .....		108.
Soda Lake .....	Boian .....	12.	Nil.
Edmonton .....	Clyde .....		48.
Mundare .....	Zawale .....	24.12	Nil.
Retlaw .....	River Bow .....	12.8	32.30
Taylorville .....	Twin Lakes .....	19.	6.54
Leduc .....	Telfordville .....	9.25	46.
Extension to .....	Busby .....	4.1	8.2
Calgary .....	Hanna .....		12.90
		118.27	335.94

LONG DISTANCE MILEAGE REBUILT

From	To	Wire	Mileage	
			Poles	Wire
Medicine Hat .	Eagle Butte .	No. 12 B.W.G. iron	59.90	111.50
Hobbema ....	Red Deer ...		41.25	

TOLL OFFICE RE-INSTALLED

Kingman.

OFFICES MOVED

Angle Lake, Battle Lake, Carbon, Coutts, Dorenlee, Edwand, Forestburg, Granum, Hazel Bluff, Heisler, Highfield, Keoma, Kimball, Kinnondale, Lavoy, Lewiston, Lomond, Meeting Creek, Monarch, Munson, Nanton, Oyen, Pibroch, Pickardville, Pine Creek, Stavely, Stony Plain, Three Hills, Two Hills, Westlock, Westeros.

EXCHANGE BUILDINGS COMMENCED IN 1918 AND  
COMPLETED IN 1919

Stettler, Ponoka, Nanton, Stavely, Granum.

ADDITIONS TO EXCHANGE BUILDINGS

Magrath, Delburne, Manville, Bashaw.

EXCHANGES RE-INSTALLED

Czar, Westeros.



## EXCHANGES RE-CONSTRUCTED

Camrose, Carbon, Chipman, Cluny, Granum, Innisfree, Kingman, Lamont, Minburn, Mundare, Nanton, Ponoka, Stavely, Stettler, Veteran.

## EXCHANGES UNDER RE-CONSTRUCTION BUT NOT COMPLETED DEC. 31, 1919

Botha .....	10%	completed
Claresholm .....	15%	"
Drumheller .....	85%	"
Namaka .....	95%	"

## TOLL OFFICES CONVERTED INTO EXCHANGES, NOT COMPLETED DECEMBER 31, 1919.

Alliance .....	20%	completed
Chinook .....	90%	"
Delia .....	90%	"
Enchant .....	90%	"
Lomond .....	90%	"
Oyen .....	90%	"
Rockyford .....	90%	"
Standard .....	90%	"
Travers .....	90%	"

## CHANGE OF EQUIPMENT AT FOLLOWING POINTS

Alderson, Alliance, Bowell, Carbon, Carstairs, Cereal, Chinook, Chipman, Comrie, Doreenlee, Fallis, Halkirk, Hanna, Hughenden, Minburn, Ponoka, Red Willow, Richdale, Seba, Vanesti, Veteran, Viking.

## RURAL ESTIMATES COMPLETED AT FOLLOWING POINTS AS AT DECEMBER 31, 1919

Adkins, Alix, Bashaw, Botha, Cardston, Carstairs, Castor, Cereal, Champion, Chinook, Cochrane, Delburne, Donalds, High River, Kinsella, Kitscoty, Lousana, Milk River, Mirror, Oxville, Red Deer, Sibbald, Stettler, Swalwell, Three Hills, Tofield, Vermilion.

## RURAL ESTIMATES COMMENCED BUT NOT COMPLETED AT DECEMBER 31, 1919

Elnora, Barons, Carmangay, Vulcan, Bow Island, Lethbridge, Grassy Lake, Burdett, Nanton, Okotoks, Leduc, Onoway, Stony Plain, Manville, Wainwright, Telfordville.

## OFFICES BURNED

Czar, Kingman, Westrose, Phillips.

## RURAL MILEAGE ADDED

Poles, 517; wire, 913 miles; subs. run-offs, 710.



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.

Toll Line No.	From	To	Composition	Offices
* 1	Edmonton	Red Deer	No. 12 Copper	Edmonton, Wetaskiwin, Lacombe, Red Deer.
* 2	Lacombe	Rimbey	No. 12 Copper No. 12 Iron	Lacombe, Gull Lake, Bentley, Rimbey.
* 3	Lethbridge	Cardston	No. 9 Iron No. 13 Copper	Lethbridge, Raymond, Magrath, Spring Coulee, Cards- ton.
* 4	Lethbridge	Coutts	No. 12 Copper No. 13 Copper	Lethbridge, Raymond, New Dayton, Warner, Milk River, Coutts.
* 5	Calgary	Camrose	No. 12 Copper	Calgary, Lacombe, Wetaskiwin, Camrose.
* 6	Calgary	Macleod	No. 12 Copper No. 12 Copper	Calgary, High River, Nanton, Stavely, Claresholm, Macleod.
7	Calgary	Okotoks	No. 9 Iron	Calgary, De Winton, Okotoks.
* 8	Lethbridge	Blairmore	No. 12 Copper	Lethbridge, Macleod, Pincher Creek, Blairmore.
* 9	Calgary	Olds	No. 12 Copper	Calgary, Crossfield, Carstairs, Didsbury, Olds.
* 10	Calgary	High River	No. 12 Copper	Calgary, High River.
11	Lethbridge	Iron Springs	No. 12 Iron	Lethbridge, Diamond City, Iron Springs.
PP* 12	Calgary	Lethbridge	No. 12 Copper	Calgary, High River, Nanton, Claresholm, Macleod, Lethbridge.
13	Olds	Trochu	No. 9 Iron	Olds, Mayton, Curlew, Trochu.
* 14	Edmonton	St. Albert	No. 9 Iron	Edmonton, St. Albert.
15	Edmonton	Wetaskiwin	No. 9 Iron	Edmonton, Leduc, Millet, Wetaskiwin.
16	Innisfail	Raven	No. 9 Iron	Innisfail, Markerville, Raven.
17	Innisfail	Milnerton	No. 9 Iron	Innisfail, Knee Hill Valley, Milnerton.
PP* 18	Edmonton	Lacombe	Phantom No. 12 Copper	Edmonton, Leduc, Wetaskiwin, Lacombe.
X 19	Wainwright	Chauvin	No. 12 Copper	Wainwright, Greenshields, Heath, Edgerton, Ribstone Chauvin.



PP 20	Edmonton . . . . .	Wabamun . . . . .	Phantom	Edmonton, Stony Plain, Manly, Onoway, Lac Ste. Anne, Wabamun.
* 21	Edmonton . . . . .	Vegreville . . . . .	No. 12 Copper	Edmonton, Vegreville.
PP 22	Edmonton . . . . .	Provost . . . . .	No. 10 B. & S.	Edmonton, Wetaskiwin, Camrose, Hardisty, Czar, Metiskow, Cairns, Cadogan, Provost.
23	Edmonton . . . . .	Bon Accord . . . . .	No. 12 Copper	Edmonton, Bon Accord.
24	Vegreville . . . . .	Bordenave . . . . .	Phantom	Vegreville, Richardson, Two Hills, Chamberlain, Duvernay, Brosseau, Big Fish Lake, Lafond, Doucette, St. Paul, St. Vincent, Rife, Therien, Bordenave.
25	Vegreville . . . . .	Pine Creek . . . . .	No. 9 Iron	Vegreville, Soda Lake, Shandro, Wassel, Downing, Mortonmoor, Wahstao, McKellar, Andrew, Smiths, Pakan, Smoky Lake, Edwaud, North Bank, Pine Creek.
PP 26	Edmonton . . . . .	Lloydminster . . . . .	No. 9 Iron	Edmonton, Vegreville, Vermilion, Lloydminster.
* 27	Lacombe . . . . .	Coronation . . . . .	No. 10 Copper	Lacombe, Stettler, Castor, Coronation.
28	Vermilion . . . . .	Vanesti . . . . .	No. 12 Copper	Vermilion, Islay, Kitscoty, Terrace Lake, Earlie, Moyer-ton, Vanesti.
* 29	Lethbridge . . . . .	Bow Island . . . . .	No. 12 Iron	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdett, Bow Island.
* 30	Calgary . . . . .	Banff . . . . .	No. 14 Copper	Calgary, Cochrane, Kananaskis, Exshaw, Cammore, Banff.
31	Red Deer . . . . .	Edwell . . . . .	No. 12 Copper	Red Deer, Edwell.
P 32	Edmonton . . . . .	Morinville . . . . .	No. 12 Copper	Edmonton, Morinville.
* 33	Calgary . . . . .	Lethbridge . . . . .	Phantom	Calgary, Lethbridge.
34	Camrose . . . . .	Kingman . . . . .	No. 10 Copper	Camrose, Kingman.
P 35	Calgary . . . . .	Banff . . . . .	No. 12 Iron	Calgary, Banff.
36	Lethbridge . . . . .	Coalhurst . . . . .	Phantom	Lethbridge, Coalhurst.
37	Blairmore . . . . .	B. C. Boundary . . . . .	No. 12 Iron	Blairmore, Crow's Nest, Michel, Fernie, Elko, Wardner, Cranbrook.



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.—(Continued).

Toll Line No.	From	To	Composition	Offices.
38	Pincher Creek . . .	Fishburn . . . . .	No. 12 Iron	Pincher Creek, Fishburn.
PP* 39	Edmonton . . . . .	Lacombe . . . . .	Phantom	Edmonton, Wetaskiwin, Ponoka, Lacombe.
* 40	Calgary . . . . .	Vulcan . . . . .	No. 12 Copper	Calgary, High River, Brant, Vulcan.
41	Cardston . . . . .	Glenwoodville . . . .	No. 12 Iron	Cardston, Mountain View, Caldwell, Hillspring, Glenwoodville.
* 42	Edmonton . . . . .	Viking . . . . .	No. 12 Copper	Edmonton, Tofield, Ryley, Holden, Bruce, Viking.
* 43	Tofield . . . . .	Viking . . . . .	No. 12 Copper	Tofield, Ryley, Holden, Bruce, Viking.
PP 44	Edmonton . . . . .	Lawton . . . . .	No. 9 Iron	Edmonton, St. Albert, Ray, Seymour, Sion, Dunstable, Belvedere, Lawton.
45	Didsbury . . . . .	Three Hills . . . . .	No. 9 Iron	Didsbury, Sunnyslope, Three Hills.
46	Cardston . . . . .	Boundary Creek . . .	No. 12 Iron	Cardston, Beazer, Boundary Creek.
47	Cardston . . . . .	Taylorville . . . . .	No. 12 Iron	Cardston, Kimball, Taylorville.
* 48	Calgary . . . . .	Bassano . . . . .	No. 12 Copper	Calgary, Strathmore, Namaka, Gleichen, Bassano.
PP* 49	Calgary . . . . .	Coronation . . . . .	Phantom	Calgary, Lacombe, Stettler, Castor, Coronation.
* 50	Calgary . . . . .	Hanna . . . . .	No. 12 Copper	Calgary, Drumheller, Munson, Hanna.
51	High River . . . . .	Pekisko . . . . .	No. 10 Copper	High River, Pekisko.
52	Lloydminster . . . .	Oxville . . . . .	No. 12 Iron	Oxville, Lloydminster.
* 53	Edmonton . . . . .	Vegreville . . . . .	No. 9 Iron	Edmonton, Fort Saskatchewan, Lamont, Chipman, Hilliard, Mundare, Vegreville.
54	Sedgewick . . . . .	Merna . . . . .	No. 12 Copper	Sedgewick, Merna.
55	Olds . . . . .	Harmattan . . . . .	No. 9 Iron	Olds, Harmattan.
PP* 56	Lethbridge . . . . .	Medicine Hat . . . .	Phantom	Lethbridge, Taber, Bow Island, Medicine Hat.
			No. 12 Copper	



57	Edmonton	Ardrossan	No. 12	Iron	Edmonton, Ardrossan.
* 58	Camrose	Edberg	No. 9	Iron	Camrose, New Norway, Edberg.
59	Daysland	Hastings Coulee	No. 9	Iron	Daysland, Heisler, Hastings Coulee.
60	Medicine Hat	Eagle Butte	No. 12	Iron	Medicine Hat, Norton's Post Office, Josephburg, Elk Water, Eagle Butte.
* 61	Edmonton	Calgary	No. 10	Copper	Edmonton, Calgary.
* 62	Calgary	Lethbridge	No. 10	Copper	Calgary, Lethbridge.
PP 63	Calgary	Nanton	Phantom		Calgary, High River, Cayley, Nanton.
64	Lacombe	Blackfalds	No. 9	Iron	Lacombe, Blackfalds.
* 65	Edmonton	Olds	No. 12	Copper	Edmonton, Wetaskiwin, Lacombe, Red Deer, Innisfail, Olds.
* 66	Calgary	Olds	No. 12	Copper	Calgary, Didsbury, Olds.
PP 67	Edmonton	Lamont	Phantom		Edmonton, Fort Saskatchewan, Bruderheim, Lamont.
* 68	Edmonton	Evansburg	No. 12	Iron	Edmonton, Wabamun, Fallis, Seba, Gainsford, Magnolia, Entwistle, Evansburg.
PP 69	Medicine Hat	Bassano	Phantom		Medicine Hat, Bowell, Suffield, Alderson, Bassano, Harvest Vale.
70	Medicine Hat	Sask. Boundary	No. 12	Copper	Medicine Hat, Maple Creek, Piapot, Tomkins, Carmichael, Gull Lake, Swift Current.
* 71	Edmonton	Morinville	No. 12	Copper	Edmonton, St. Albert, Morinville.
PP* 72	Calgary	Blairmore	Phantom		Calgary, Macleod, Pincher Creek, Blairmore.
* 73	Calgary	High River	No. 12	Copper	Calgary, High River.
74	Calgary	Strathmore	No. 12	Copper	Calgary, Langdon, Chedale, Strathmore.
P 75	Calgary	Strathmore	No. 12	Iron	Calgary, Strathmore.
PP 76	Lethbridge	Stirling	Phantom		Lethbridge, Raymond, Stirling.
77	Taber	Chin	No. 12	Copper	Taber, Chin.



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.—(Continued).

Toll Line No.	From	To	Composition	Offices.
* 78	Lethbridge .....	Bow Island .....	No. 12 Copper	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdett, Bow Island.
79	Medicine Hat .....	Bow Island .....	No. 12 Iron	Medicine Hat, Seven Persons, Whitla, Winnifred, Bow Island.
80	Edmonton .....	North Cooking Lake .....	No. 12 Iron	Edmonton, Cooking Lake, North Cooking Lake.
* 81	Edmonton .....	Camrose .....	No. 9 Iron	Edmonton, Tofield, Camrose.
PP 82	Edmonton .....	Wainwright .....	No. 12 Copper Phantom	Edmonton, Tofield, Viking, Irma, Wainwright.
PP* 83	Calgary .....	Stettler .....	No. 12 Copper No. 12 Copper Phantom	Calgary, Lacombe, Stettler.
* 84	Calgary .....	Medicine Hat .....	No. 8 Copper	Calgary, Medicine Hat.
* 85	Calgary .....	Bassano .....	No. 12 Copper	Calgary, Gleichen, Bassano.
* 86	Calgary .....	Acme .....	No. 12 Copper	Calgary, Dalroy, Keoma, Irricana, Beiseker, Acme.
87	Gleichen .....	Queenstown .....	No. 12 Iron	Gleichen, Cluny, Kilbourne, Queenstown, Milo, Liberty.
* 88	Calgary .....	Acme .....	No. 12 Copper	Calgary, Dalroy, Keoma, Irricana, Beiseker, Acme.
89	Calgary .....	Airdrie .....	No. 12 Iron	Calgary, Airdrie.
* 90	Calgary .....	Didsbury .....	No. 12 Copper No. 9 Iron	Calgary, Carstairs, Didsbury.
* 91	Calgary .....	Lacombe .....	No. 12 Copper	Calgary, Innisfail, Red Deer, Lacombe.
* 92	Edmonton .....	Calgary .....	No. 10 Copper	Edmonton, Calgary.
P 93	Edmonton .....	Calgary .....	Phantom	Edmonton, Calgary.
* 94	Lethbridge .....	Macleod .....	No. 12 Copper	Lethbridge, Macleod.
95	Lethbridge .....	Macleod .....	No. 12 Copper No. 9 Iron No. 12 Iron	Lethbridge, Monarch, Macleod.



96	Provost .....	Sask. Boundary ..	No. 12 Copper	Anglia, Denzil, Doddsland, Druid, Herschel, Kerrobert, Luseland, Macklin, Plenty, Rosetown, Salvador, Stranraer, Provost.
97	Pincher Creek .....	Cowley .....	No. 12 Iron	Pincher Creek, Cowley.
P 98	Macleod .....	Pincher Creek ..	Phantom	Macleod, Pincher Creek.
99	Edmonton .....	Stony Plain .....	No. 9 Iron	Edmonton, Stony Plain.
PP100	Lacombe .....	Stettler .....	Phantom	Lacombe, Alix, Nevis, Stettler.
101	Stettler .....	Castor .....	No. 12 Iron	Stettler, Gadsby, Halkirk, Castor.
102	Macleod .....	Claresholm .....	No. 12 Copper	Macleod, Granum, Claresholm.
103	Calgary .....	Cochrane .....	No. 12 Copper	Calgary, Cochrane.
104	Camrose .....	Bawlf .....	No. 9 Iron	Camrose, Ohaton, Bawlf.
*105	Camrose .....	Hardisty .....	No. 12 Iron	Camrose, Daysland, Killam, Sedgewick, Lougheed, Hardisty.
*106	Wetaskiwin .....	Sedgewick .....	No. 10 B. & S.	Wetaskiwin, Camrose, Daysland, Sedgewick.
107	Leduc .....	Conjuring Creek ..	No. 9 Iron	Leduc, Conjuring Creek.
PP108	Vermilion .....	Vegreville .....	No. 12 Iron	Vermilion, Manville, Minburn, Innisfree, Vegreville.
PG109	Taber .....	Lomond ..	Phantom	Taber, Retlaw, Enchant, Travers, Lomond.
110	Vermilion .....	Islay .....	Grd. Phantom	Vermilion, Islay.
*111	Camrose .....	Alix .....	No. 12 Copper	Camrose, Ferintosh, Dorenlac, Bashaw, Mirror, Alix.
112	Milk River .....	Foremost .....	No. 12 Iron	Milk River, Verberg, St. Kilda, Masinasin, Kippenville, Lucky Strike, Birdsholm, Goddard, Florann, Foremost.
PP113	Calgary .....	Alix .....	No. 9 Iron	Calgary, Acme, Swallow, Twining, Three Hills, Trochu, Huxley, Elnora, Lousana, Delburne, Alix.
PP114	Calgary .....	Stettler .....	No. 9 Iron	Calgary, Drumheller, Munson, Morrin, Rowley, Rumsey, Scollard, Big Valley, Stettler, Fenn.
			No. 12 Copper	



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.—(Continued).

Toll Line No.	From	To	Composition	Offices.
*115	Camrose .....	Vegreville .....	No. 12 Copper	Camrose, Tofield, Vegreville.
*116	Edmonton .....	Athabasca .....	No. 12 Copper	Edmonton, Clyde, Halfway Lake, Tawatinaw, Roches- ter, Lewiston, Meanook, Vimy, Athabasca, Perryvale.
*117	Edmonton .....	Barrhead .....	No. 12 Copper No. 12 Iron No. 9 Iron	Edmonton, Morinville, Legal, Hay Creek, Clyde, West- lock, Pibroch, Picardville, Hazel Bluff, Rossington, Southworth, Manola, Freedom, Barrhead.
*118	Lethbridge .....	Barons .....	No. 12 N. B. S.	Lethbridge, Nobleford, Barons.
P119	Lethbridge .....	Macleod .....	Phantom	Lethbridge, Macleod.
GP120	Cardston .....	Magrath .....	Grd. Phantom	Cardston, Spring Coulee, Magrath.
121	Wetaskiwin .....	Yeoford .....	No. 12 Iron	Wetaskiwin, Westrose, Battle Lake, Yeoford.
122	Medicine Hat .....	Redcliff .....	No. 12 Iron	Medicine Hat, Redcliff.
123	Edmonton .....	Vegreville .....	No. 12 Copper	Edmonton, Vegreville.
M125	Edmonton .....	Calgary .....	Morse	No Intermediate offices. Simplex on L.D. No. 93.
*126	Edmonton .....	Wabamun .....	No. 12 Copper	Edmonton, Stony Plain, Alberta Beach, Kapasiwin, Wabamun.
*127	Edmonton .....	Camrose .....	No. 12 Copper	Edmonton, Wetaskiwin, Camrose.
128	Manville .....	Saultaux .....	No. 12 Iron	Manville, Scotstoun, Saultaux.
129	Vermilion .....	Wainwright .....	No. 12 Iron	Vermilion, Currey, Larsen, Everett, Cummings, Heth- erington, Battlevue, Wainwright.
130	Wetaskiwin .....	Mulhurst .....	No. 12 Iron	Wetaskiwin, Millet, Mulhurst.
131	Minburn .....	Rodino, Alice Lake	No. 12 Iron	Minburn, Alice Lake, Rodino.
*132	Coronation .....	Compeer .....	No. 12 Copper	Coronation, Veteran, Loyalist, Consort, Monitor, Ker- rimuir, Altario, Compeer.
P133	Calgary .....	Carstairs .....	Phantom	Calgary, Carstairs.
*134	Calgary .....	Banff .....	No. 12 Copper	Calgary, Cochrane, Exshaw, Canmore, Banff.
P135	Calgary .....	Stavely .....	Phantom	Calgary, High River, Nanton, Stavely.



136	Manville .....	Naughton Glen	No. 12	Iron	Manville, Vanvleet, Naughton Glen.
*137	Lethbridge .....	Magrath	No. 12	Copper	Lethbridge, Raymond, Magrath.
138	Medicine Hat .....	Redcliff	No. 12	Copper	Medicine Hat, Redcliff.
139	Bow Island .....	Foremost	No. 12	Iron	Bow Island, Brownsdale, Highfield, Neighborview, Foremost.
140	Foremost .....	Manyberries	No. 12	Copper	Foremost, Nemiscam, Etzikom, Pakowki, Orion, Manyberries.
141	Calgary .....	Hanna	No. 12	Copper	Calgary, Drumheller, Mecheche, Delia, Craigmyle, Hanna.
142	Hanna .....	Alsask, Sask	No. 10	Copper	Hanna, Richdale, Stannore, Scotfield, Youngstown, Chinook, Cereal, Oyen, Sibbald, Benton, Alsask, Sask, Lanfine.
PL*143	Bassano .....	Duchess	No. 9	Iron	Bassano, Lathom, Southesk, Brooks, Long, Duchess, Cassils.
P144	Lacombe .....	Gull Lake	Phantom		Lacombe, Gull Lake.
145	Camrose .....	Stettler	No. 12	Copper	Camrose, Edberg, Meeting Creek, Donalds, Red Willow, Stettler.
146	Vermilion .....	St. Paul	No. 12	Iron	Vermilion, Landonville, Angle Lake, Peat, Hopkins, Elk Point, Orvilton, St. Paul.
147	Morningside .....	Lacombe	No. 9	Iron	Morningside, Lacombe.
PP148	Lethbridge .....	Carmanagay	Phantom		Lethbridge, Barons, Carmanagay.
P149	Camrose .....	New Norway	No. 12	Copper	Camrose, New Norway.
150	Pincher Creek .....	Brocket	No. 12	Iron	Pincher Creek, Brocket.
151	High River .....	Okotoks	No. 9	Iron	High River, Aldersyde, Okotoks.
152	High River .....	Blackie	No. 12	Iron	High River, Mazeppa, Blackie.
153	Red Deer .....	Olds	No. 9	Iron	Olds, Bowden, Innisfail, Penhold, Red Deer.
X154	Taber .....	Retlaw	No. 12	Iron	Taber, Retlaw.
P155	Calgary .....	Olds	Phantom		Calgary, Olds.
156	Macleod .....	Nanton	No. 9	Iron	Macleod, Claresholm, Stavely, Parkland, Nanton.
*157	Lacombe .....	Alix	No. 12	Iron	Lacombe, Chigwell, Olive, Tees, Alix.



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.—(Continued).

Toll Line No.	From	To	Composition	Offices.
*158	Lacombe .....	Alix .....	No. 12 Copper	Lacombe, Tees, Alix.
159	Stettler .....	Botha .....	No. 12 Iron	Stettler, Botha.
*160	Lethbridge .....	Barons .....	No. 12 Copper	Lethbridge, Nobleford, Barons.
*161	Daysland .....	Sedgewick .....	No. 12 Iron	Daysland, Strone, Killam, Sedgewick.
GP163	Wainwright .....	Edgerton .....	Grd. Phantom	Wainwright, Heath, Edgerton.
*164	Coronation .....	Veteran .....	No. 12 Copper	Coronation, Throne, Veteran.
165	Stettler .....	Erskine .....	No. 12 Iron	Stettler, Erskine.
PP166	Edmonton .....	Daysland .....	Phantom	Edmonton, Camrose, Bawlf, Daysland.
167	Wetaskiwin .....	Ponoka .....	No. 12 Copper	Wetaskiwin, Hobbema, Ponoka.
168	Vegreville .....	Innisfree .....	No. 12 Iron	Vegreville, Lavoy, Ranfurly, Innisfree.
GP169	High River .....	Blackie .....	Grd. Phantom	High River, Blackie.
170	Claresholm .....	Barons .....	No. 12 Iron	Claresholm, Barons.
GP171	Raymond .....	Warner .....	Grd. Phantom	Raymond, New Dayton, Warner.
*172	Calgary .....	Barons .....	No. 12 Copper	Calgary, High River, Vulcan, Champion, Carmangay, Barons.
PP173	Calgary .....	Barons .....	Phantom	Calgary, High River, Vulcan, Champion, Carmangay, Barons.
174	Oyen .....	Excel .....	No. 12 Copper	Oyen, Excel.
175	Youngstown .....	Dobson .....	No. 12 Iron	Youngstown, Dobson.
GP176	Alix .....	Bashaw .....	Grd. Phantom	Alix, Mirror, Bashaw.
178	Camrose .....	Alliance .....	No. 12 Copper	Camrose, Kelsey, Rosalind, Ankerton, Heisler, Forestburg, Galahad, Alliance.
180	Carstairs .....	Carbon .....	No. 9 Iron	Carstairs, Acme, Grainger, Carbon.
181	Calgary .....	Langdon .....	No. 12 Iron	Calgary, Shepard, Langdon.



PLC182	Bassano	Jenner	No.	9	Iron	Bassano, Countess, Gem, Rosemary, Duchess, Millicent, Iddesleigh, Jenner.
183	Medicine Hat	Dunmore	No.	12	Iron	Medicine Hat, Dunmore.
184	Drumheller	Wayne	No.	12	Iron	Drumheller, Wayne.
*185	Lacombe	Gull Lake	No.	12	Iron	Lacombe, Gull Lake.
*186	Edmonton	Fort Saskatchewan	No.	12	Copper	Edmonton, Fort Saskatchewan.
187	Vegreville	Vermilion	No.	12	Copper	Vegreville, Vermilion.
191	Hardisty	Czar	No.	10	Copper	Hardisty, Amisk, Hughenden, Czar.
192	Viking	Irma	No.	12	Copper	Viking, Philips, Kinsella, Jarrow, Irma.
193	Medicine Hat	Walsh	No.	12	Copper	Medicine Hat, Pashley, Irvine, Walsh.
194	Macleod	Ewelme	No.	9	Iron	Macleod, Gillen, Ardenville, Stand Off, Blood Reserve, Ewelme.
P195	Coronation	Veteran	Phantom			Coronation, Veteran.
197	Vulcan	Bow City	No.	9	Iron	Vulcan, Armada, Lomond, Kimmondale, Bow City.
198	Jenner	Empress	No.	12	Copper	Jenner, Atlee, Cavendish, Blindloss, Empress.
199	Drumheller	Wayne	No.	12	Copper	Drumheller, Wayne.
200	Halkirk	Endiang	No.	9	Iron	Halkirk, Cornucopia, Dahmer, Endiang.
203	Castor	Garden Plain	No.	9	Iron	Castor, Sullivan Lake, Garden Plain.
204	Medicine Hat	Hilda	No.	12	Copper	Medicine Hat, Bowmanston, Waddington, Vale, Roseglen, Schuler, Hilda.
205	Athabasca	Olson	No.	9	Iron	Athabasca, Owens, Grosmont, Olson.
206	Gleichen	Miller	No.	9	Iron	Gleichen, Miller.
208	Edmonton	Pine Creek	No.	12	Copper	Edmonton, Gibbons, Battenburg, Fedora, Maybridge, Red Water, Opal, Egremont, Radway, Waskatinaw, Pine Creek.
207	Monitor	New Brigden	No.	9	Iron	Monitor, Partridge, New Brigden.
209	Seba	Northleigh	No.	9	Iron	Seba, Tomahawk, Northleigh.
210	Strathmore	Drumheller	No.	12	Copper	Strathmore, Baintree, Tudor, Rockyford, Redland, Rosebud, Beynon, Horseshoe Coulee, Drumheller.



## TRAFFIC REPORT OF LONG DISTANCE LINES TO DECEMBER 31, 1919.—(Continued).

Line No. Toll	From	To	Composition	Offices.
211	Strathmore .....	Bassano .....	No. 12 Copper	Strathmore, Ardenode, Nightingale, Standard, Chancellor, Hussar, Makepeace, Bassano.
212	Sibbald .....	Halman .....	No. 9 Iron	Sibbald, Graindale, Arcadia Valley, Hallman.
214	Lloydminster .....	Leighton .....	No. 9 Iron	Lloydminster, Willowlea, Leighton.
215	Cereal .....	Sedalia .....	No. 9 Iron	Cereal, Riddellvale, Wilson, Sedalia.
216	Halkirk .....	Britain .....	No. 9 Iron	Halkirk, Britain.
220	Cochrane .....	Carstairs .....	No. 12 Copper No. 9 Iron	Cochrane, Bottrell, Adkins, Cremona, Carstairs.

## SYMBOLS

M—Used for Morse.

\*—Used to form Phantom Circuit.

PP\*—Part Phantom, physicals used to post other phantoms.

N—Used to post grounded phantom.

P—Phantom.

PP—Part Phantom.

GP—Grounded Phantom.

PGP—Part Grounded Phantom.

LC—Leased Circuit.

PLC—Part Leased Circuit.



## GENERAL STATISTICS

FOR THE YEAR ENDING DECEMBER 31, 1919.

Toll Centers .....	110
Tributary Offices (Toll Offices and Exchanges) checked by Toll Centers .....	339
Traffic Pay Roll Offices .....	36
Offices giving Continuous Service .....	61
Offices giving Semi-Continuous Service .....	9
Number of "Out" L. D. Tickets completed and billed .....	1,904,296
Number of Farmers' Companies connecting with this system .....	36
Number of "Other Line" Offices in Alberta connecting with this system .....	6
Number of "Kootenay Telephone Lines Ltd." Offices connect- ing with this system .....	31
Number of Saskatchewan Government Telephone Offices con- necting with this system .....	10
Total Number of places, "Cities, Towns and Hamlets" in Alberta having Alberta Government Telephones connec- tion .....	119
Offices using Morse Service for Departmental Business .....	2
Number of Physical L. D. Lines .....	170
Number of Phantom L. D. Lines .....	13
Number of Part Phantom L. D. Lines .....	22
Number of Grounded Phantom L. D. Lines .....	6
Number of Part Grounded Phantom L. D. Lines .....	1
Number of Simplex Telegraph Lines .....	1
Number of Leased Lines .....	1
Total Number of L. D. Lines .....	213
Phantom (Metallic) L. D. Circuit Mileage .....	2,036
Phantom (Grounded) L. D. Circuit Mileage .....	174
Physical L. D. Circuit Mileage .....	20,689
Morse Simplex L. D. Circuit Mileage .....	203

Respectfully submitted,

W. R. PEARCE,

*General Superintendent.*



## SCHEDULE "A"

## STATEMENT OF RAILWAY MILEAGE OF ALBERTA, 1905-1919

			<i>Total Mileage</i>
1905	Canadian Pacific Railway .....	1060	1060
1906	Canadian Pacific Railway .....	1061	
	Canadian Northern Railway .....	178	1239
1907	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	1326
1908	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	40	1366
1909	Canadian Pacific Railway .....	1156	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	129	1505
1910	Canadian Pacific Railway .....	1269	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	293	1782
1911	Canadian Pacific Railway .....	1387	
	Canadian Northern Railway .....	329	
	Grand Trunk Pacific Railway .....	384	2100
1912	Canadian Pacific Railway .....	1480	
	Canadian Northern Railway .....	912	
	Grand Trunk Pacific Railway .....	638	
	Edmonton, Dunvegan & B. C. Railway	25	3055
1913	Canadian Pacific Railway .....	1638	
	Canadian Northern Railway .....	1171	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Railway	131	3647
1914	Canadian Pacific Railway .....	1887	
	Canadian Northern Railway .....	1188	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Railway	240	
	Alberta and Great Waterways Railway..	75	4097
1915	Canadian Pacific Railway .....	1909	
	Canadian Northern Railway .....	1247	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Railway	337	
	Alberta & Great Waterways Railway ...	175	
	Central Canada Railway .....	48	4423
1916	Canadian Pacific Railway .....	1920	
	Canadian Northern Railway .....	1250	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway ...	223	
	Central Canada Railway .....	49	4557
1917	Canadian Pacific Railway .....	1920	
	Canadian Northern Railway .....	1193	
	Grand Trunk Pacific Railway .....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway ...	272	
	Central Canada Railway .....	49	
	Lacombe & Blindman Valley E. Rly. ...	20	4505

SCHEDULE "A"—Continued.

			Total Mileage
1918	Canadian Pacific Railway .....	1920	
	Canadian Northern Railway .....	1195	
	Grand Trunk Pacific Railway .....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway ...	287	
	Central Canada Railway .....	49	
	Lacombe & Blindman Valley E. Rly. ...	20	4519
1919	Canadian Pacific Railway .....	1920	
	Canadian National Railways .....	1306	
	Grand Trunk Pacific Railway .....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway ...	294	
	Central Canada Railway .....	49	
	Lacombe & North-Western Railway ...	33	4650

SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN PROVINCES, 1918-1919.

ONTARIO

West of Port Arthur

	December 31st 1918	December 31st 1919
Canadian Pacific Railway .....	333	333
Canadian National Railways .....	350 }	708
National Transcontinental Railway	358 }	
	—— 1041	—— 1041

MANITOBA

Canadian Pacific Railway .....	1725	1726
Canadian National Railway .....	2006 }	
Hudson's Bay Railway .....	332 }	2428
National Transcontinental Railway.	90 }	
Grand Trunk Pacific Railway .....	210	210
Great Northern Railway .....	238	238
	—— 4601	—— 4602

SASKATCHEWAN

Canadian Pacific Railway .....	2779	2779
Canadian National Railways .....	2248	2315
Grand Trunk Pacific Railway .....	1167	1167
	—— 6194	—— 6261



SCHEDULE "B"—(*Continued*)

## ALBERTA

	December 31st 1918	December 31st 1919
Canadian Pacific Railway . . . . .	1920	1920
Canadian National Railways . . . . .	1195	1306
Grand Trunk Pacific Railway . . . . .	640	640
Edmonton, Dunvegan & B. C. Rly.	408	408
Alberta and Great Waterways Rly.	287	294
Central Canada Railway . . . . .	49	49
Lacombe & Blindman Valley E. Rly.	20	33
	— 4519	— 4650

## BRITISH COLUMBIA

Canadian Pacific Railway . . . . .	1339	1334
Canadian National Railways . . . . .	541	541
Grand Trunk Pacific Railway . . . . .	679	679
Great Northern Railway . . . . .	424	413
Pacific & Great Eastern Railway ..	180	180
Kettle Valley Railway . . . . .	310	311
	— 3473	— 3458
	19828	20012

## SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE PROVINCIAL  
LEGISLATURE

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>
From Strathcona via Camrose and Calgary to Lethbridge . . . . .	\$15,000	355
From Camrose to Vegreville . . . . .	15,000	50
From crossing of second above line and Little Bow, south via Macleod to International Boundary . . . . .	15,000	110
From near Macleod to Western Boundary . . . . .	15,000	65
From near Cardston to Western Boundary . . . . .	15,000	35
From Calgary via Cochrane to the east side of of Rocky Mountain Park . . . . .	15,000	50
From near Morinville easterly . . . . .	15,000	40
From Morinville to Athabasca Landing . . . . .	15,000	72.3
From Mile 175 of the Goose Lake to Munson	15,000	127.5

SCHEDULE "C"—(*Continued*)

## CANADIAN NORTHERN WESTERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>
From Athabasca Landing to Fort McMurray..	\$15,000	175
From first above line east to Lac La Biche ...	15,000	40
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing .....	15,000	100
From Onoway northwest to Pine River Pass ..	20,000	250
From Oliver northeast to St. Paul de Metis ...	18,000	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International Boundary, with a branch northwest of Vermilion to Eastern Boundary .....	13,000	200
From Calgary northwest to Brazeau Line .....	13,000	100
From Camrose to Alsask .....	13,000	80
From Strathcona southwest via Cochrane to Pincher Creek .....	15,000	100
From Blackfalds to Goose Lake Line .....	13,000	118.5
From Blackfalds west to Brazeau River .....	25,000	114.07

## GRAND TRUNK PACIFIC LINES COMPANY

From Tofield to Calgary .....	15,000	201.5
From Bickerdike southwesterly .....	20,000	58

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton, northwest via Dunvegan to Western Boundary .....	20,000	411
From Spirit River to Grande Prairie .....	20,000	60

## ALBERTA &amp; GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray (including siding) .....	20,000	350
Terminals .....	400,000	

## CENTRAL CANADA RAILWAY

From Edmonton, Dunvegan & British Columbia Railway north .....	20,000	114
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## LACOMBE &amp; BLINDMAN VALLEY E. RAILWAY

From Lacombe west .....	7,000	39.10
Total .....		3,515.97



## SCHEDULE "D"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE LEGISLATURE AND EXECUTED  
BY THE PROVINCIAL GOVERNMENT

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Executed</i>	<i>Mileage Completed</i>
From Strathcona via Camrose to Calgary .....	\$15,000	230	230
From Camrose to Vegreville .....	15,000	45	46.44
From Morinville to Athabasca Landing .....	15,000	72.3	72.3
From Mile 175 of the Goose Lake Line to Munson .....	15,000	127.5	127.5
From north of Calgary to Lethbridge	13,000	125	29
From Crossing above line and Little Bow River, south via Macleod to International Boundary ...	13,000	110	
From near Macleod to the Western Boundary .....	13,000	65	

## CANADIAN NORTHERN WESTERN RAILWAY

From Blackfalds to Brazeau River.	25,000	114.07	114.07
From Onoway northwest to Pine River Pass .....	20,000	100	41.30
From Oliver northeast to St. Paul de Metis .....	18,000	100	99.95
From Bruderheim via Vermilion, Wainwright and Medicine Hat to the International Boundary with a branch northwest of Ver- milion to Eastern Boundary ..	13,000	30	30
From Calgary northeast to Brazeau Line .....	13,000	100	
From Camrose to Alask .....	13,000	80	59.7
From Strathcona via Cochrane to Pincher Creek .....	15,000	20	1.29
From Blackfalds to Goose Lake Line	13,000	118.5	60.6

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary .....	15,000	201.5	201.5
From Bickerdike southwesterly ...	20,000	58	58

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dun- vegan to Western Boundary ..	20,000	411	358
From Spirit River to Grande Prairie	20,000	60	50

SCHEDULE "D"—(Continued)

ALBERTA & GREAT WATERWAYS RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Executed</i>	<i>Mileage Completed</i>
From Edmonton to Fort McMurray	\$ 20,000	350	303
NOTE: Including Sidings.			
Terminals .....	400,000		

CENTRAL CANADA RAILWAY

From McLennan to Peace River and West .....	20,000	100	49
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LACOMBE & BLINDMAN VALLEY ELECTRIC RAILWAY

From Lacombe west .....	7,000	39.1	33.30
Total .....		2656.97	

SCHEDULE "E"

LACOMBE AND NORTH-WESTERN RAILWAY

STATEMENT OF COST AS AT DECEMBER 31ST, 1919

I. Road		
1. Engineering .....	\$27,415.26	
2. Right-of-Way and Station Grounds ....	27,833.14	
3. Real Estate .....	2,148.75	
4. Grading .....	94,118.85	
5. Bridges, Trestles and Culverts .....	25,819.28	
6. Ties .....	73,435.92	
7. Rails .....	234,316.57	
8. Frogs and Switches .....	5,225.46	
9. Track fastenings and other material ...	34,899.92	
10. Tracklaying and surfacing .....	45,079.43	
11. Roadway Tools .....	569.09	
12. Fencing Right-of-Way .....	12,735.93	
13. Crossings and Signs .....	1,970.54	
14. Telegraph and Telephone Lines .....	4,010.59	
15. Station Buildings and Fixtures .....	3,082.40	
16. Shops, Engine Houses and Turntables...	2,525.71	
17. Shop Machinery and Tools .....	599.92	
18. Water Stations .....	9,040.53	
19. Fuel Stations .....	95.04	
20. Miscellaneous Structures .....	7,181.19	
21. Transportation of Men and Material ....	354.20	
22. Earnings and Operating Expenses During Construction .....	8,493.18	
Cost of Road (I.) .....		\$621,314.90
CARRIED FORWARD .....		\$621,314.90



SCHEDULE "E"—(*Continued*)

BROUGHT FORWARD .....		\$621,314.90
II. Equipment		
37. Steam Locomotives .....	\$11,609.63	
38. Internal Combustion Locomotives .....	35,625.19	
39. Passenger Train Cars .....	1,190.55	
40. Work Equipment .....	81.79	
Cost of Equipment .....	\$48,507.16	
Less Renewal Reserve .....	2,420.00	
Present Book Value (II.) .....		\$46,087.16
III. General Expenses		
43. Law Expenses .....	\$12,101.71	
44. Stationery and Printing .....	1,255.64	
45. Insurance .....	3,233.49	
46. Taxes .....	1,726.17	
47. Interest and Commission .....	144,541.99	
48. Other Expenses .....	34,756.30	
General Expenses (III.) .....		\$197,615.30
Total Cost of Railway to December 31st, 1919 .....		\$893,417.23

## SCHEDULE "F"

## LACOMBE AND NORTH-WESTERN RAILWAY CO.

Statement of Freight and Passengers Transported, and of Operation  
Revenue and Expenditure for the Year Ending  
December 31st, 1919

<i>Freight Transported</i>	<i>Tons</i>
Apples .....	18
Bricks .....	186
Building Material .....	17
Cement .....	72
Coal .....	1,052
Farm Machinery .....	90
Feed .....	240
Fence Posts .....	20
Flour .....	396
Grain .....	5,070
Gravel .....	51
Hardware .....	38
Hay .....	60
Hogs .....	914

SCHEDULE "F"—(*Continued*)

Freight Transported—		Tons.
Lumber .....	1,347	
Machinery .....	20	
Miscellaneous .....	1,835	
Oil .....	184	
Potatoes .....	44	
Salt .....	61	
Separators .....	20	
Settlers' Effects .....	324	
Sheep .....	10	
Stock .....	11	
Telegraph Cross Arms .....	15	
Telephone Poles .....	20	
Twine .....	15	
Total freight transported during 1919 .....	12,130	tons
Total freight transported during 1918 .....	5,500	tons
Increase during 1919 .....	6,630	tons
Number of passengers transported during 1918 .....	5,000	
Number of passengers transported during 1919 .....	4,000	
Decrease during 1919 .....	1,000	

## OPERATING ACCOUNT

Operating expenditure to December 31st, 1919	\$55,306.89	
Operating expenditure to December 31st, 1918	18,765.24	
		\$36,541.65
Operating revenue to December 31st, 1919....	46,813.71	
Operating revenue to December 31st, 1918....	18,545.67	
		28,268.04
Operating deficit for year ending December 31st, 1919 .....		8,273.61
Operating deficit brought forward from 1918...		219.57
Total operating deficit as at December 31st, 1919		\$ 8,493.18

















